

# PROPOSED FEDERAL TAX ON AUTOMOBILES EMPHATICALLY OPPOSED BY A. A. A.

## PRESIDENT DIEHL URGES CAMPAIGN FOR NEW MEMBERS

Association Needs More Funds to Keep up Road Information.

## WILL RAISE FEES

Executive Committee Pledges Support to Bill for Highway Commission.

Declaring a ban upon the touring motorist who seeks road information without membership in an A. A. A. club, increasing individual membership fees to \$10, voicing emphatic opposition to any further taxation of automobiles and going on record for more and better service to motor car owners generally were the chief results of the meeting of the executive committee of the American Automobile Association recently held in Washington.

Considerable interest was manifested in this particular meeting for the reason that it was expected that a successor to the late A. G. Batchelder would be named. However, a permanent selection for the position was not made.

## Morgan Acting Chairman

D. L. Morgan, of New Haven, Conn., who has been acting chairman for several weeks, will continue in the position until a decision is reached.

The following members of the executive board were present at the meeting: George C. Diehl, Buffalo; L. L. Will, Columbus; George H. Kile, Akron, Ohio; Fred H. Caley, Cleveland; F. P. Bentley, Warren, Ohio; H. G. Shirley, Towson, Md.; Thomas G. Young, Baltimore; William Schimpf, Brooklyn, N. Y.; F. A. Crossin, New York City; Arthur Pifford, Hartford; D. L. Morgan, New Haven; S. Edward Gable, Lancaster, Pa.; W. S. Glibreath, Detroit; Hon. Clifford Ireland, Peoria, Ill.; Kane S. Green, Philadelphia; M. L. Hemmingsway, New York City; L. L. Lewis, Jr., Buffalo; Richard Kennerdell, Franklin, Pa.; D. R. Reese, Scranton, Pa.; Horton Weeks, Chester, Pa.; Albert L. Terstege, Louisville, Ky.; David Jamieson, New Castle, Pa.; F. B. Bosch, Harrisburg, Pa.; Dr. H. M. Rowe, Baltimore; William A. Jensen, Scranton, Pa.; and H. A. Bonnell, Newark, N. J.

## Diehl Gives Statement

President George C. Diehl, who presided over the meeting, made the following statement after adjournment:

With the ever-growing number of automobiles in use has come a growing need for such an organization as the American Automobile Association. As a result of the increased demand upon the organization for maps, road information, legislative activities and other services such an organization should be able to maintain itself. It became imperative for the association to at once increase its membership and its membership dues to meet the also multiplying overhead expenses. Therefore, it was decided to make the necessary amendments to the by-laws to obtain more revenue with which to carry on its work.

"Not only will the individual memberships in the organization be materially increased, but it was voted to raise the cost of club affiliations. This vote was concurred in by members of the board representing practically all of the big motor clubs of the country which are to be more affected by the increase.

## Plans Membership Drive

"Because a widening of the scope of the organization's activities has been urged on every hand, it was agreed that more members and more revenue should be forthcoming. Plans for an intensive membership campaign are being formulated and every effort will be made to solicit every motor car owner in the United States for either membership direct or in one of the A. A. A. affiliated clubs.

"In addition to its increased legislative activities, it will be of special interest to motorists to know that the work of the A. A. A. touring bureaus and map making departments will be materially broadened.

"Having recently and successfully opposed what appeared to be an un-sound tariff on oil, the association will for the time being concentrate on the passage of much needed national roads legislation, as embodied in the Townsend bill, and upon the defeating of any plan to further tax motor cars."

## Urges Highway Commission

Headed by President Diehl, who acted as spokesman, the executive committee in the afternoon called on Senator Townsend to learn the status of the Townsend bill and to tender any support that the A. A. A. might be in position to give. It happened that the call was made just after a compromise was reached on the Townsend and Dowell bills, so the A. A. A. officials got the cheering news first hand that a compromise report was being drafted, which, while making concessions to the Dowell advocates, retained that feature for which Senator Townsend and the American Automobile Association has so persistently and consistently fought—a Federal highway commission.

## Opposes Higher Taxes

In reference to the recent suggestion that an additional Federal tax of 10% be imposed upon motor car owners, irrespective of size or power or price, the following resolution was adopted:

Whereas, There are today some 10,000,000 motor vehicles in the United States, of which approximately 1,000,000 are motor trucks, and

Whereas, these 10,000,000 owners are now annually paying several separate and distinct taxes aggregating \$348,769,878, or \$34.87 per car, and

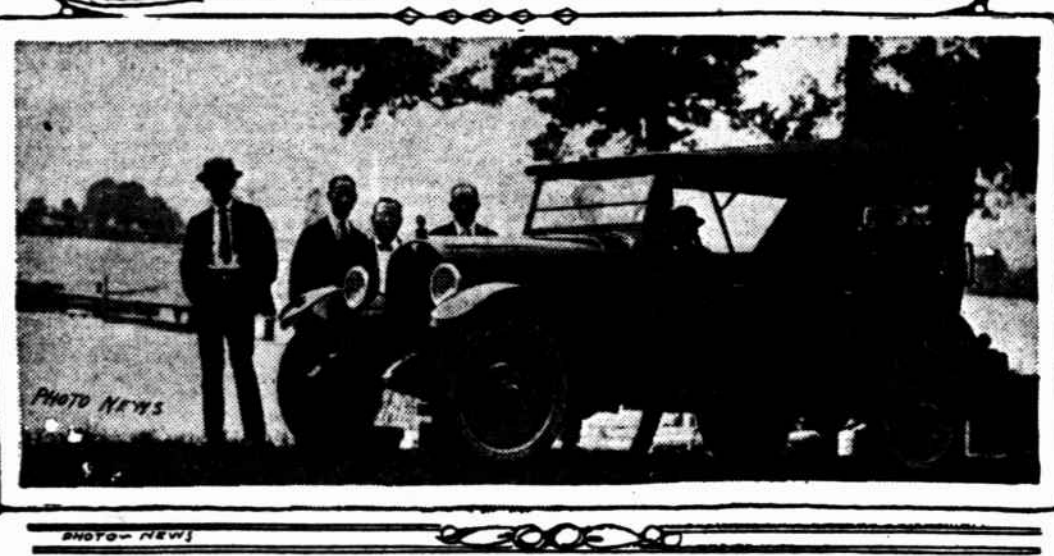
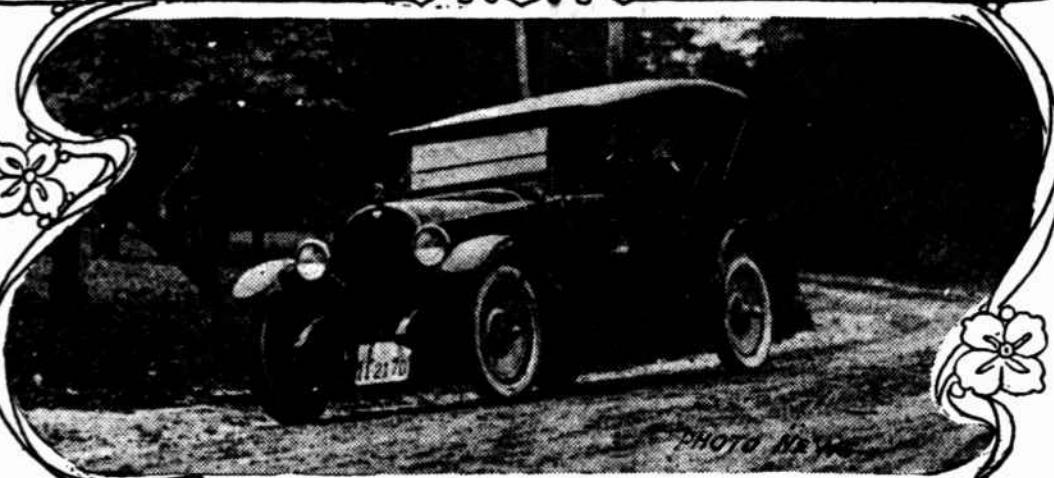
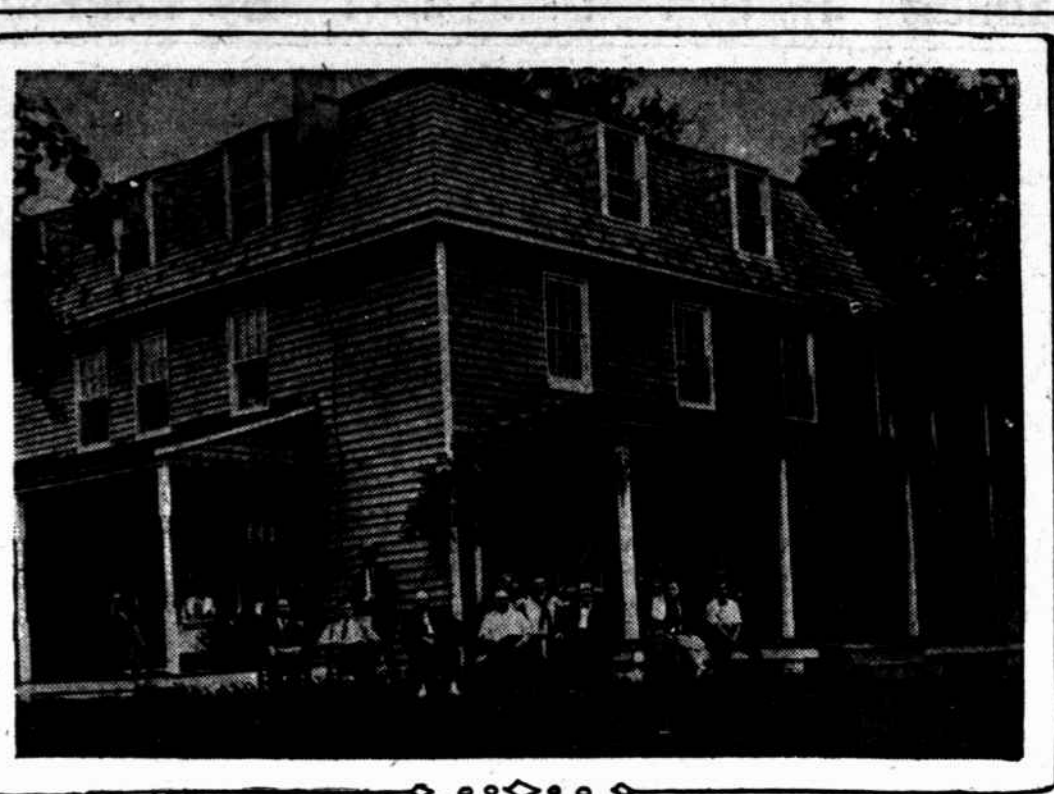
Whereas, on a valuation basis this tax amounts to nearly 9 percent on the average assessed valuation, which is greater than any tax on any other form of property, and

Whereas, the motor vehicle handled last year more than 1,000,000,000 tons of freight and carried almost 8,000,000,000 passengers, and

Whereas, the field of motor vehicle taxation having been already emptied by the States, principally for the maintenance of the more important roads,

Therefore, be it resolved, that this organization is unalterably opposed to the enactment of any legislation by Congress which would place an additional burden on car owners.

## INTERESTING TOUR IN NOVEL CAR



American Balanced Six, which took a party of deeply interested Washingtonians to the Almas Automobile Club's retreat on West River recently and some of the scenes observed.

## MOTOR TOURISTS TRAVERSE PLAINS

Highways of Northwest Alive With Cars of Modern Gypsies.

Gone are the slow-moving vans, the moth-eaten wagons with their worse moth-eaten steeds, the canvas-covered prairie schooners. The tourist of yesterday has been relegated to the limbo of oblivion with the advent of the flivver and the paved highway.

The modern gypsy is here! Portland, Ore., is the clearing house for hundreds of tourists each day at this time of the year. And these tourists are in a class by themselves.

California or Canada bound, they are pouring over the highways of the Northwest—an animated, good-natured, Goth-like horde, roving of eye, cheerful of countenance, and amiable of disposition.

In vehicles of all sorts they travel, from touring cars with neatly arranged cases containing baggage to big lumbering bodies mounted on "flivver" chassis, in which whole families live day in and day out, and from whose windows the eager faces of children peer and from whose sides float stringloads of varicolored trash.

No weather can deter them, no hardship can cast them down. They are out for a good time. Some parties have been on the road for months, others have just started.

In the auto camp in Portland license tags from as many as thirty States have mingled their colors and their combinations of numerals. Along the highways drifting smoke betokens the presence of campers along meandering creeks and beside cool rivers.

They are going somewhere. Where? They don't know.

"We're seeing the country," they say. "We've worked hard for years, and now we're taking our vacation. It's a great life."

It is no uncommon sight to see the puny radiator of a cheap car puffing steam through the water vent as the puny engine beneath the hood battles valiantly to hurry along a barn-like tonneau with a family of a dozen.

The camaraderie of it all! "Oh, dad, look, there's the people we saw near Yosemite," a youngster will cry.

"Hello, folks. Haven't seen you since we pulled through Fourth of July canyon. How's tricks?" Or, "By George, we'd sure been out of luck if you folks hadn't loaned us that gasoline there in the desert."

The whole Northwest is pervaded with the spirit of the modern gypsy. And long lines of them stretch back into the Middle Western plains, up into the mountains of Canada, or down into the rice bottoms of California.

"Make way for the migratory American," mutters the traffic cop, as he swings his semaphore to watch them chug past.

## EXPERTS NEEDED IN TIRE REPAIRING

To take a chance on haphazard tire repair work is no longer in vogue. The motorist is insisting that this work be done only by competent men possessing certificates of training. This has meant an elimination of the unfit and an improvement throughout the country in the average standard of repair and vulcanizing work.

Tire repairing is now an essential part of the automotive industry. It is continuing to increase in importance with the greater use of the passenger car and truck. On an average there is \$35 worth of tire repair work per car per year. On this basis and figuring 9,000,000 cars in the United States, he repair and vulcanizing industry amounts to almost \$333,000,000 annually.

Present among the schools that are leaders in this movement for technically trained repairmen is the Miller tire repair school. Here the men are taught not only to be able to tell the trouble on inspection but to be able to put the tire in first class condition. They are advised to be perfectly frank with the customer and not to repair the tire that cannot give full service to justify the cost of the work.

## RUNNING IT FLAT RUINS AUTO TIRE

The terrific abuse in grinding, chafing and cutting given an automobile tire run flat is little understood by the average motorist. Popular ideas are vague because there are few standards upon which they may be based. It is only by examining kindred forces that a comparison may be made, according to Miller tire men.

The average force delivered by a blow from an axe on a block of wood is from 150 to 175 pounds. The blow of a sledge is from 175 to 225 pounds. But a passenger automobile, each of whose rear wheels is carrying a load of 1,500 pounds, run at only twenty miles per hour and dropping into a chuckhole only as deep as a paving brick, delivers a blow of 250 pounds. This force—50 per cent greater than that of the sledge hammer blow—necessarily cuts and bruises the tire against the rim and is the cause of fabric separation which puts the tire on the scrap heap.

**AUTO OWNERS!**

Perfect lubrication assured by a pure neutral non-carbonizing auto oil. Guaranteed to save 20% in gasoline, eliminate friction and save you hundreds of dollars in repair bills. You will save 40 cents on every gallon of this oil. THIS OIL IS SOLD TO RESPONSIBLE PARTIES ON 60 DAYS FREE TRIAL—BEFORE YOU PAY. If not perfectly satisfactory in every way, return balance at our expense.

To introduce our product, we give a \$10.00 auto signal free with every half barrel or barrel of oil.

You run no risk—a large, responsible concern of the West stands squarely in back of its word!

Get now! We are busy!

Address, Oil Representative, Box 315-D, The Washington Herald.

## SAYS DORTS PROVE ECONOMY IN USE

Local Manager Tells Why Production Has Gained During Past Year.

"Those who contemplate the purchase of a motor car generally have a fairly well defined idea of just what they expect of it both as an adjunct to their business and an additional means of enjoying the fullness of life," says H. R. Mason, manager, Dort Distributing Company, local Dort distributors.

"Also, consideration is given the amount which can be put into the car, and the monthly costs of operation and maintenance. Of course these elements do not enter so largely into the buying of a \$5,000 car, but in the great middle class whose members can afford about \$1,000, these items are vital.

"It is because of the close relation of first cost and the expense of keeping the car up and running that Dort have come to the front in such noticeable numbers in recent years. The price of this car always has been moderate. In fact when the peak was reached Dort's increase was among the least. Those who have owned and driven other cars say that none has given them the same satisfactory service at as low a figure.

"Built as they have been from the first models the Dort have been economical cars. They have stretched fuel to its limits and they have called for little professional service, meanwhile doing all that the drivers have asked of them. They have crossed the continent without service requirements, they have run in cities for full years without other mechanical attention than that of the owner.

## New Location---Better Service

OUR many friends will be pleased to learn of our removal from our pioneer location at 713 Sixth St. N. W., to our more commodious and newly-equipped store and plant at 1324 New York Avenue

Where we will enjoy serving both old and new patrons.

**THOS. J. WILLIAMS, ELECTRICAL CONTRACTOR**

Automobile Accessories, Wireless Apparatus and Equipment. Electric Lighting Fixtures and Appliances

## SAYS CAR OWNERS TAKE MUCH BETTER CARE OF TIRES NOW

Firestone Company Sees Big Advancement in Public's Wisdom.

With the number of automobiles, trucks and motorcycles advanced to the point where there is now one motor vehicle to about every six adults in the country, attention continues to be focused on the nation's bill for tire abuse and the avenues through which savings can be effected.

Whereas ten years ago, according to data compiled by the Firestone Tire and Rubber Company, few tire buyers gave much attention to the need of tire care, today with tire prices at the lowest level in history and with quality never so good, the truck owner and motorist are giving their tire equipment as much attention and considering their tires as of some relative importance as the vehicle's mechanism or body. This accounts in no small measure for the splendid average mileage now rolled up by good tires, for now they are allowed to demonstrate all the worth built into them.

The motorist is realizing, with the operator of the pneumatic-shod truck, that to allow his tires to run on week after week without checking up to see if the air inflation is at normal, is to run the chances of excessive wear, skidding and heating, for, when soft, the casing runs against a wave in the tread rubber which, under these conditions, will pull away and separate from the tire's carcass. Another little inflation angle is to replace the air at least twice a year. Stale air has a deteriorating effect on the tube, say Firestone service experts.

All statistics gathered by this tire manufacturer tend to show a noticeable decrease in tire abuse. Troubles contended with in the past due to driving in car tracks, curb bumps, wheels out of alignment, neglected cuts, severe application of brakes, misapplication, etc., have been abated to no little extent, thus adding to tire mileage and the enjoyment of motoring, not to mention the decrease in operating costs of both passenger cars and commercial vehicles.

Credit for this, says the Firestone Company, may be given to the established tire dealers, who, in cooperation with the manufacturer, have been at work for years educating the nation's tire buyers in the money saving advantages of taking care of their tires and showing them how to do so, offering their own services, besides.

## AUTO INDUSTRY FIRST TO REVIVE

Vital Need of Transportation Gives Impetus to Upward Move.

Much astonishment has been expressed among the business fraternity in general that the automobile industry proved one of the first to shake off the depression and resume operations on close to normal basis. There had been a general feeling that improvement in the automobile business would follow, not lead, improvement in business in general.

"The reason for this," says H. M. Jewett, president of the Paige-Detroit Motor Car Company, "is that the automobile industry in the final analysis builds transportation, and transportation is a vital necessity. The present situation proves this better than volumes of explanation and argument.

"People are buying automobiles in close to normal volume at a time when only necessities are being purchased because the automobile has established itself as a necessity. It furnishes the personal transportation necessary to successful business and success full recreation.

"Those financially strong manufacturing institutions which have, through the past decade, proved their ability to serve the public with good transportation and which are today offering a standard quality product at rock bottom price are enjoying good business. That is how we explain the fact that the demand for Paiges is in excess of the supply."

## Prince Georges Schools Will Reopen on Sept. 12

UPPER MARLBORO, Md., Aug. 13.—All the public schools of Prince Georges County will reopen for the fall term September 12, the board of education announces. Prof. Nicholas Orem, county superintendent, says teachers for practically all the schools have been appointed.

The board of education has awarded contracts for additions of one room each to the schools at Landover and East Pleasant. Contracts are soon to be let installing sewer and sanitary facilities in the schools at Bladensburg, Riverdale and East Hyattsville.

## Good Way Seen To Extricate Car Imbedded in Mud

When a car is imbedded in mud or sand it can usually be pulled out by means of a bit of plank and some stout rope. Wrap the rope around the end of the plank in a slipknot and the other end around a spoke of the wheel. Thrust the end of the plank under the tire, turn on the power and hope for the best. A rope may also be used by passing it around a tree and fastening both ends to the car. A stout stick, the jack handle for instance, is inserted between the two strands of the rope and twisted.

## COMMERCE BODY OF U. S. OPPOSES AUTO EXCISE TAXES

Takes Stand in Common With National Auto Chamber.

Referendum 36 of the Chamber of Commerce of the United States has committed that body to a tax program in absolute accord on all essential points with the policy previously adopted by the National Automobile Chamber of Commerce.

By this referendum it reverses its former position on the sales tax. It now stands committed to the repeal of the excess profits tax; the repeal of war excise taxes, both on particular business and on transportation and communication, and to the advocacy of a sales tax to bring in such revenues lost through repeals as the government's necessities may require, the particular form of sales tax advocated being the turnover tax.

It is very gratifying to note that at least the various businesses and industries represented by the Chamber of Commerce of the United States, not only those suffering from discriminatory taxation at the present time, but those that are not, appreciate the injustice of the special discriminatory "stigma" taxes on particular businesses.

## Big Repeal Vote

The vote on the repeal of the tax on transportation and communication was overwhelming, being 1,443 in favor of the repeal, with 230 against.

The next largest vote was for the repeal of the war excise taxes on particular businesses, including automobiles and accessories.

The United States Chamber of Commerce estimates that the repeal of the excess profits taxes and the excise taxes will diminish the revenue of the government \$1,000,000,000 so that a turnover sales tax is advocated to make up such portion of this deficiency as is really necessary.

## Against Income Tax

The vote was decisive against increasing the income tax on corporations.

**Special TIRES \$9.80 30x3 1/2**

Snap Them Up! CHAS. E. MILLER, INC. Formerly Miller Bros. Auto Supply House 512 14th St., 4 Doors North of H.

## H. W. ANDERSON SALES MANAGER OF DUESENBERG

Executive Takes Post With Automobile Corporation.

INDIANAPOLIS, Ind., Aug. 13.—Appointment of Harry W. Anderson as general sales manager of the Duesenberg automobile and Motors Company has been announced by L. M. Rankin, Vice president and general manager.

Anderson brings to the Duesenberg corporation wide experience in the automobile industry, especially with high-grade cars. His headquarters are in Indianapolis, home of the new plant which the Duesenberg corporation has just completed. He has already assumed his duties.

Built Motorized Buggy. Anderson is known in the industry as the veteran who built the first motorized high-wheel buggy. That was in November, 1898.

He for years was associated with

the American Motors Company, builders of the "American Under-slung," a four-cylinder car, and later was general sales manager of the Stutz Motor Car Company of Indianapolis. Before his connection with the Duesenberg corporation he served as general sales manager of the Temlars Motors Company of Cleveland.

**Buyers in New York.** NEW YORK, Aug. 13.—Washington buyers are registered here as follows: Palais Royal, Mrs. B. S. Rose, corsets, 220 Fifth avenue; Lansburgh & Bros., A. Stephens, merchandise, 315 Seventh avenue.

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STEAM HEATED  
STORAGE SERVICE  
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Choose an automobile as you would a watch, realizing that quality of material and workmanship alone set the price. The best is cheapest in the long run.

Wise automobile buyers realize the larger and heavier the car the greater the cost of up-keep. The ideal car is one which embodies the performance, comfort and appearance of the highest priced cars with the convenience of handling and low mileage cost of the smallest car.

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